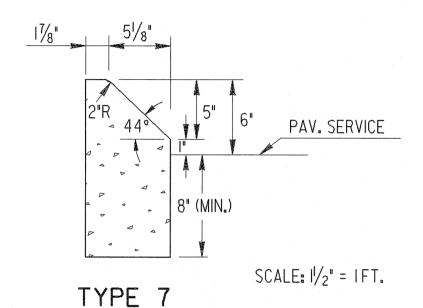
CONCRETE CURB & GUTTER

TYPE

SCALE I"= IFT.

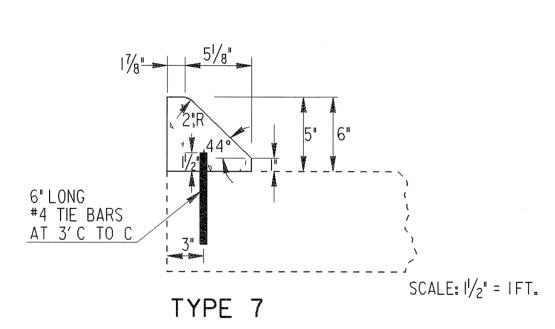
**AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

CONCRETE HEADER CURB



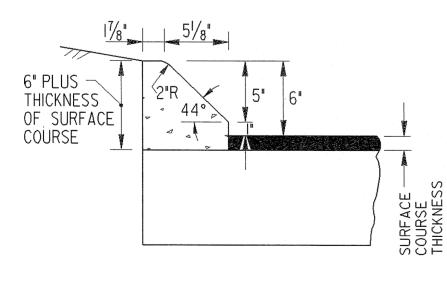
THE 8" MIN. DEPTH MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB ALIGNS WITH PAV. BOTTOM.

CONCRETE DOWELED INTEGRAL CURB



TIE BARS WILL BE PLACED AS SOON AS PRACTICAL AFTER FINISHING AND BEFORE INITIAL SET IN PPC PAVEMENT. TIE BARS MAY BE DRIVEN IN OR DRILLED & GROUTED IN ASPHALT PAVING, JOINTS IN CURB SHALL MATCH THOSE IN PCC PAV. OR BE AT 20'SPA. FOR ASPHALT PAVING

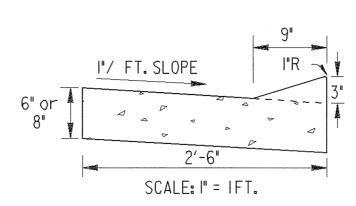
CONCRETE INTEGRAL CURB



TYPE 7

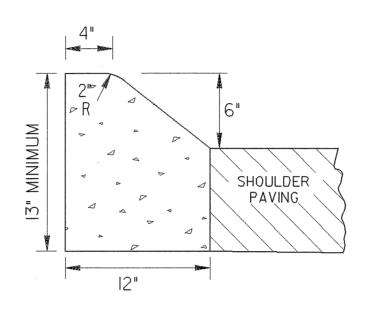
SCALE: $1\frac{1}{2}$ " = IFT.

RAISED EDGE WITH CONCRETE GUTTER



RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED IMMEDIATELY AFTER GUTTER HAS BEEN FINISHED OR FORMED MONOLITHIC WITH GUTTER JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

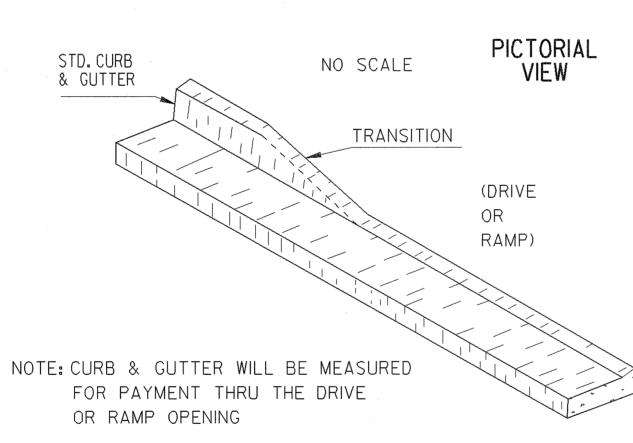
CONCRETE HEADER CURB (TYPE 6)

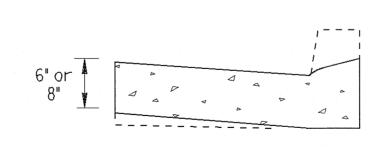


SCALE: $1\frac{1}{2}$ " = 1FT.

DETAILS OF RECESSED CURB

TYPICAL USE: AT DRIVEWAYS OR CURB CUT RAMPS

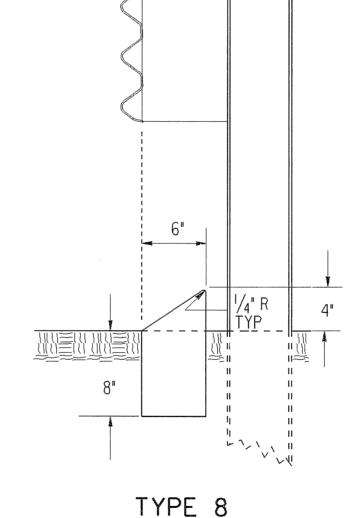




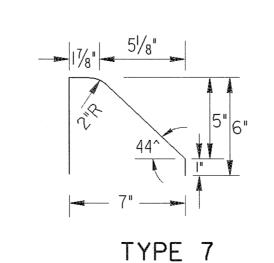
SECTIONAL VIEW

(SEE SEPARATE STANDARD FOR DRIVEWAY OR CURB RAMP FOR ADDITIONAL DETAILS.)

FACE OF CURB MUST ALIGN WITH BACK EDGE OF GUARDRAIL AND THE FACE OF THE OFFSET BLOCK.



TYPE 8 CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 4012C.



NOTE:

PAVEMENT

TYPE I

VAR. -2'-6" MIN.

TYPE I

WILL BE REQUIRED.

 $\frac{1}{2}$ " EXP JOINT

CONCRETE MEDIAN (Between Curbs)

NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER

TYPES MAY BE SPECIFIED.

TYPE I

TYPE 2, 3 OR 4

		1	1 1
TYPE	h		
1 2 3 4	4" 6" 8" 10"		

CONCRETE MEDIANS (Integral)

SCALE: I"=IFT.

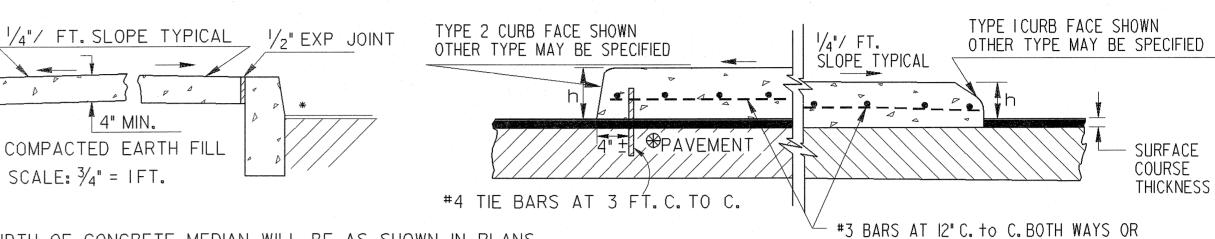
-WITH TIE BARS-

-WITHOUT TIE BARS-

PROJECT NUMBER

81 92

GA.



NOTE: WIDTH OF CONCRETE MEDIAN WILL BE AS SHOWN IN PLANS

PÁVEMENT

TYPE 2,3 OR 4

CONCRETE HEADER CURBS

(STANDARD FACE DESIGNS)

6" min.

8' min.

IO" min.

12**"** min.

8"

THE DIMENSION & MAY BE INCREASED AT CONTRACTOR'S OPTION

SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVING

CONCRETE CURB & GUTTER

SCALE: I"= IFT.

* * AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT

TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER

THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

I"/FT. SLOPE

VAR. -2'-6" MIN.

TYPE 2, 3 OR 4

10"

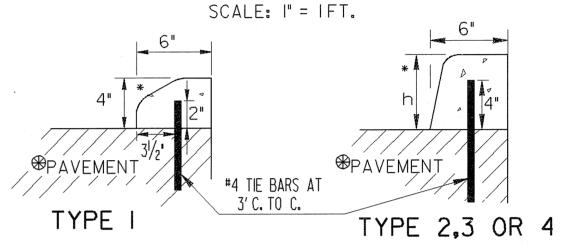
SCALE: 1/2" = IFT.

CURB TYPE

IF CONCRETE MEDIAN INTERCEPTS PEDESTRIAN CROSSWALKS, WHEELCHAIR RAMPS (STANDARD 9031-W)

6 × 6-W2.9 × W2.9 WELDED WIRE FABRIC OR 4 × 4-W2.0 × W2.0 WELDED WIRE FABRIC

CONCRETE DOWELED INTEGRAL CURBS



♠ P.C. CONCRETE PAVEMENT-

TIE BARS WILL BE PLACED AS SOON AS PRACTICABLE AFTER FINISHING AND BEFORE INITIAL SET HAS TAKEN PLACE. JOINTS IN CURB OR CONC. MEDIAN WILL MATCH THOSE IN PAVEMENT.

⊕ ASPHALT PAVEMENT-

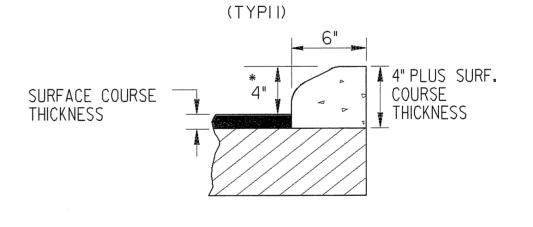
TIE BARS MAY BE DRIVEN IN OR DRILLED AND GROUTED IN. CON-TRACTION JOINTS ARE TO BE CONSTRUCTED IN CURB OR CONCRETE MEDIAN AT 20 FT. SPACINGS.

MINIMUM TIE BAR LENGTHS (FOR CONC. DOWELED CURBS OR CONC. MEDIAN)						
CURB TYPE	P.C. CONC. PAV. ASPHALT PA					
l	6"	8"				
2.3 or 4	8"	12"				

NOTE:

TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-3I)

CONCRETE INTEGRAL CURB



SCALE: $1\frac{1}{2}$ " = IFT.

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

*STANDARD CURB FACE DESIGN SCALE: 2"=1FT. I" BATTER

	-			DETAIL		STANDARD					
				ADDED TYPE 8	REVISION	CON		CRETE CURB & GUTTER E CURBS, CONCRETE MEDIANS		EDIANS	
						SCALE: AS	SHOWN		REDF	RAWN SEPT., 1999	
-			-		ВҮ	DES DRW	(SUBMITTED) AS	mes A. Kenruf ROMD & AIRPORT DE	ESIGN ENGINEER	NUMBER	
						ш	TRA	(APPROVED) V	CHIEF ENGINEER	els	3075B